

A decision of some interest was given recently by Judge BALL in the Summary Court, in the case of *Ng Tsz-Wo v. Drage*. The facts as summarized in the judgment were as follows:—"The Plaintiff, *Ng Tsz-Wo*, took a passage in the vessel from Shanghai to Hongkong, and arrived here at 8 o'clock on the morning of the 20th of November, accompanied by his wife, a child, and a considerable quantity of luggage. There was a commander on board, whose duty it was to attend to the Chinese passengers, of whom there were over a hundred. When the vessel was abreast of the Canton Wharf, the defendant dropped anchor, for the purpose of disavailing the vessel, and reaching the buoy. After the anchor was let go the gangways were opened for the purpose of passengers disembarking from the vessel, and were again closed. Between the time when the anchor was down and the time when the gangways were closed, some passengers left the ship without prohibition. Whilst the anchor was down, the plaintiff had time to call a boat, to bargain with the boat people, to go down the gangway, the usual mode of quitting the ship, to get into the boat, to put his wife and child into it, and to have put therewith eight large boxes and several packages. The boat was in the act of getting away from the steamer, when the anchor, which was being raised by a steam crane, appeared in sight, upon which the Captain telegraphed to the Engine-room to put the vessel in motion. The vessel steamed ahead accordingly, and the boat in which the plaintiff was, was capsized, and he and his wife and child, together with his luggage, were thrown into

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principles by using their political influence to urge on the Government such desired measures as they deem necessary. I have said this only to be able to say by way of explanation that we Chinese should pay the cost of them. It is unnecessary to send a larger fleet to Europe than we have at present, and the services of the fleet should be built and equipped in China, as the Government by Chinese. European officers, with a small number of experienced seamen and gunners, would be sufficient to command the fleet, and the men, if regularly paid, would fight against their own countrymen as readily as against those of any other nation. I think I will appreciate the compliment paid to the intelligence and philanthropy. There is enough of both in the Chinese to make them capable in this notable policy that it must, I think, have been elaborated by the German Government. I am glad to hear that the German fleet is to be sent from the Baltic—inner coast of Germany—and landed by my maternal countrymen gathered from without.

How assaults and murders are to be instigated and carried out, I do not know, but I am arrested on that spot by survivors, which can very rarely happen, we are not told. Nor are we told by what spiritual or other medium the assaults are to be carried out. I am sure of there being any little difficulty about identity. And assuming they are discovered and the offenders are caught, how are they to be secured? The Chinese authorities, we are told, admit, are not to be trusted in such work. Doubtless, as Dr. Trinn remarks, there is great reason to believe that the Chinese are not, therefore he would seem to conclude it is useless to waste any time in the attempt. I think when considering a matter of this kind, the possibility of embarking on it in order that one may make sure, if not of the actual criminality of somebody being made to suffer the penalties of the law, is a very small consideration. Nevertheless, it is an essential principle that "assaults and murders must be instantly put down, and with severity." I am sure, but I am not to be misled. Dr. Trinn is not admitted that something must be done, but that one yet has held enough or confidence

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The father, who was a gamekeeper, and sharing common with his son, was a strong and sturdy man. When admitted into the hospital, and during the first few days of his confinement, the fact of his being a smoker; and on testing predilection in this respect when in the hospital, was not taken into consideration. It could have only been acquired, by some practice and be preferred smoking that particular obtainable product, which is known to the initiated.

The London press has not been slow in commenting upon the account in the *London Standard* of the capture of a Portuguese contraband on board the *San Salvador* on a voyage from Macao to that port—en route to Ollais. An evening contemporary newspaper, the *Standard*, has published the following account—and there is no reason, judging from so what similar cases which have from time to time occurred, to suppose that the facts reflected indicate discredit on the Portuguese Colonial Government at Macao. But, that fact is of great importance to the other European countries, and it is not to be wondered at, that the iniquities of this traffic should be put on record. What account will the wretched survivors of the shipwreck be able to give, when asked by the foreigners? Probably a large proportion of them were man kidnapped from the interior, who recognise the distinction between the traffic in slaves and the traffic in opium. Their friends will denounce their act on every occasion as a possible man-slaver and a cruel appeal against the law, and, sending the ship to sea, will then these men, as the coolies, will be amongst surprised at the ready belief accorded by the men made to the charges of kidnapping which were brought against them, and brought against them.

—*European Mail*

COMMERCIAL INTELLIGENCE.
FEBRUARY 24TH, EVENING.

A moderate amount of business has been done in the market to-day. The market for cash, and \$545 to \$548 on credit, against \$538 from speculators' hands, on time 27th inst. New Bonates is quoted at \$545 on credit; Malwa is quoted at \$527½ on credit; nominal, against \$535 on credit, small sales to the natives.

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Business Announcements.

Tag. No.	Tone	Consignee	Description
SWATOW.			
a. b. 1	202 B. Vincent		
a. b. 2	203 B. Vincent		
a. b. 3	214 Dircks & Co		
a. b. 4	267 R. Vincent		
a. b. 5	268 R. Vincent		Shanghai
a. b. 6	333 Dircks & Co		
a. b. 7	334 Dircks & Co		
a. b. 8	360 Dircks & Co		

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Tonnage	Consignees	Destinations
601 Oiler	ba	Cadiz
580 Oiler	ba	Boston
435 Oiler	ba	London
565 Oiler	ba	Cadiz
588 Oiler	ba	Cadiz
381 Oiler	ba	London
1102 Oiler	ba	Cadiz
414 Oiler	ba	Sydney
653 Oiler	ba	Hongkong
1442 Bay, Hard & Co	ba	
340 Oiler	ba	
365 Oiler	ba	Discharging
648 Oiler	ba	Discharging
224 Oiler	ba	Hongkong
254 Oiler	ba	Shanghai
354 Oiler	ba	Hongkong
1068 Oiler	ba	Panama
378 Oiler	ba	
1237 Oiler	ba	New York
507 Oiler	ba	
564 Oiler	ba	
1 Oiler	ba	
691 Oiler	ba	
290 Oiler	ba	
388 Bay, Hard & Co	ba	New York
598 Oiler	ba	Panama
5438 Oiler	ba	Discharging

Entered by W. M. SMITH, Wyndham Street, Hongkong.